FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2020-26

12/7/2020 - 12/20/2020

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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Oklahoma City, OK 73125-0460

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2020-01			
2019-23-04		The Boeing Company	727, 727-100, 727C, 727-100C, 727-200, and 727-200F
2019-23-16		The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2019-24-12		De Havilland Aircraft of Canada Limited	DHC-8-401 and -402
2019-24-13		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-24-14		328 Support Services GmbH	328-100
2019-24-15		The Boeing Company	737-900ER
2019-24-16	R 2017-16-08	Embraer S.A	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2019-24-18		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F, 757-200, -200PF, -200CB, and -300, 767-200, -300, -300F, and -400ER
2019-25-13		Engine Alliance	GP7270 and GP7277
2019-25-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER
Biweekly 2020-02			
2019-22-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), Model CL-600-2E25 (Regional Jet Series 1000)
2019-23-14		The Boeing Company	37-100, -200, -200C, -300, -400, and -500
2019-24-01		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -231, -212, -213, and -232, A330-201, -202, -203, -223, -223F, -243, and -243F, A340-211, -212, -213, -311, -312, -313, -541, and -642
2019-25-10		Fokker Services B.V	F28 Mark 0070 and 0100
2019-25-11		Viking Air Limited	CL-215-1A10, CL-215-6B11 (CL-215T Variant)
2019-25-12	R 2016-18-02	The Boeing Company	777-200 and -300ER
2019-25-14		The Boeing Company	777-300ER and 777F
2019-25-15		Fokker Services B.V	F28 Mark 0100
2019-25-16	R 2017-06-08	Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL
2019-25-18		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2019-25-19		Airbus SAS	A350-941
2020-01-11	R 2017-12-07	The Boeing Company	737-800, -900, and -900ER
2020-01-55	E	General Electric Company	GE90-110B1 and GE90-115B
Biweekly 2020-03			
2019-25-20		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G; C-130A, C-130B, C-130BL, C-130E, C-130H, C-130H-30, C-130J, C-130J-30, EC-130Q, HC-130H, KC-130H, NC-130B, NC-130, and WC-130H airplanes
2019-25-55		The Boeing Company	737-300, -400, and -700 series airplanes
2019-26-01		Airbus SAS	A350-941 and -1041 airplanes
2020-01-12	A 2017-16-12	Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-13	R 2018-19-26 A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 200 airplanes
2020-01-14		Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2020-01-17		Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-18	R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes

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Biweekly 2020-04

2019-26-10		Bombardier, Inc.	CL-600-2C10, -2D15, -2D25, -2E25 airplanes
2019-26-11		Airbus SAS	A319, A320, A321 airplanes
2020-01-10		Airbus SAS	A350-941 airplanes
2020-01-15		Airbus SAS	A300, A310 airplanes
2020-01-16	A 2014-25-52	Airbus SAS	A330, A340 airplanes
2020-01-55		General Electric Company	GE90-110B1 and GE90-115B model turbofan engines
2020-02-10		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-02-12	R 2017-15-04	The Boeing Company	787 series airplanes
2020-02-13	R 2019-03-14 A 2010-26-05	Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes
2020-02-14		Airbus SAS	A350-941 and -1041 airplanes
2020-02-15		Bombardier, Inc.	BD-700-1A10, BD-700-1A11 airplanes
2020-02-16		The Boeing Company	737-200, -200C, -300, -400, and -500 series airplanes
2020-02-18		Gulfstream Aerospace Corporation	GVI, GVII-G500, and GVII-G600 airplanes
2020-02-19	R 2003-09-04 R1	Bombardier, Inc.	CL-600-2B19 airplanes
2020-02-20	R 2014-24-07	Airbus SAS	A318, A319, A320, A321 airplanes
2020-02-21	R 2014-03-12 R 2018-19-25 A 2010-26-05	Dassault Aviation	FALCON 2000 airplanes
2020-02-22		Airbus SAS	A300, A310 airplanes
2020-03-11		The Boeing Company	707-100 long body, -200, -100B long body, -100B short body, -300, -300B, -300C, and -400 series; and 720 and 720B series airplanes
2020-03-12		Airbus SAS	A350-941 and -1041 airplanes

Biweekly 2020-05

2020-01-18	COR R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-02-19	COR R 2003-09-04 R1	Bombardier, Inc.	CL-600-2B19 (Regional Jet series 100 & 440) airplanes
2020-03-10		The Boeing Company	737 series, except for 737-100, -200, -200C, -300, -400, and -500 series airplanes
2020-03-14		Airbus SAS	A350-941 and -1041 airplanes
2020-03-15		Airbus SAS	A321-211, -212, -213, -231, and -232 airplanes
2020-03-17	R 2015-24-04	Bombardier, Inc.	CL-600-2B19, -2C10, -2D15, -2D25, -2E25 airplanes
2020-03-18	R 2017-19-08	Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes
2020-03-19	A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2020-03-20		The Boeing Company	MD-11, MD-11F, 717-200, 737-8, 737-9, 737-600, -700, -700C, -800, -900, and -900ER; 747-400 and 747-400F; 757-200, -200PF, -200CB, and -300; 767-200, -300, -300F, -400ER, and -2C; 777-200, -200LR, -300, and -300ER; 777F series airplanes
2020-03-21		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2020-03-22		The Boeing Company	787-8 airplanes
2020-03-23		Bombardier, Inc.	CL-600-2B19
2020-03-24	A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2020-04-01		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan engines

Biweekly 2020-06

2020-04-10	A 2011-03-10	Airbus SAS	A330 airplanes
2020-04-11		The Boeing Company	747-400 series airplanes
2020-04-12	R 2012-22-05 R 2018-19-03	Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2020-04-18		Airbus SAS	A330-941 airplanes

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2020-05-01		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3 model turbofan engines
2020-05-10		Dassault Aviation	FALCON 7X airplanes
2020-05-12		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600 airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-06-01	R 2018-25-09 R 2019-12-01	CFM International, S.A.	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan engines
Biweekly 2020-07			
2020-04-19	R 2017-15-01	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-15		Airbus SAS	A319-131, -132, -133; A320-231, -232, -233; and A321-131, -231, -232 airplanes
2020-05-16		Airbus SAS	A319-115; A320-214, -216, -232, -251N, -271N; and A321-211, -231, -251N, -251NX, -253N, -271N, -271NX, -272N airplanes
2020-05-17		Airbus SAS	A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N, and A320-271N airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-05-19		Airbus SAS	A319-112, -115, -132; and A320-214, -216, -232 -233 airplanes
2020-05-21		Yaborã Indústria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-05-22		Yaborã Indústria Aeronáutica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; and ERJ 170-200 LR, -200 SU, -200 STD, -200 LL airplanes
2020-05-24	R 2010-26-01	The Boeing Company	777-200 series airplanes
2020-05-28	R 2019-11-08	International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2020-06-02		International Aero Engines LLC	PW1122G-JM, PW1124G1-JM, PW1124G-JM, PW1127GA-JM, PW1127G1-JM, PW1127G-JM, PW1133G-JM, PW1133GA-JM, PW1130G-JM, and PW1129G-JM turbofan engines
2020-06-14		The Boeing Company	787-8, 787-9, and 787-10 airplanes
2020-07-51	E	International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines
Biweekly 2020-08			
2020-04-15		The Boeing Company	757-200, -200PF, -200CB, and -300 series; 767-200, -300, and -300F series airplanes
2020-04-16		Yaborã Ind[uacute]stria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-04-17		Airbus SAS Model	A350-941 and -1041 airplanes
2020-04-20		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-04-22	R 2018-19-27 R 2014-16-12 A 2010-26-05	Dassault Aviation	FALCON 2000EX airplanes
2020-05-25		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-05-26		The Boeing Company	787-8 airplanes

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2020-05-27		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2020-06-10		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2020-06-15		Fokker Services B.V.	F28 Mark 0100 airplanes
2020-06-16	R 2017-03-02	Rolls-Royce Deutschland Ltd. & Co. KG	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2020-06-17	R 2011-09-06	Airbus SAS	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A330-941; A340-211, -212, and -213; A340-311, -312, and -313; A340-541 and -642 airplanes
2020-06-18		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes
2020-07-02		Pratt & Whitney	PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 turbofan engines
2020-07-10		Airbus SAS	A320-271N; A321-271N, -271NX, and -272N airplanes
2020-08-01		General Electric Company	CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1 turbofan engines
Biweekly 2020-09			
2020-07-11		ATR–GIE Avions de Transport Regional	ATR42-200, -300, -320, and -500; ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-12		ATR–GIE Avions de Transport Regional	ATR42-500
2020-07-13		Bombardier, Inc	BD-100-1A10
2020-07-14		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2020-07-16	R 2016-16-09 R 2019-03-20 A 2014-16-23	Dassault Aviation	FALCON 7X
2020-07-17		Saab AB, Support and Services	SAAB 2000
2020-07-18	R 2017-05-12	Airbus SAS	A318-112; A319-111, -112, -115, -132, and -133; A320-214, -216, -232, and -233; A321-211, -212, -213, -231, and -232
2020-07-19		ATR–GIE Avions de Transport Regional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-20	R 2004-06-01 R 2009-06-09 A 2008-17-01 R1 A 2012-01-08	Support Services GmbH	328-100
2020-07-21		Yabora Industria Aeronautica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-07-51		International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2020-08-02		Thales AVS France SAS	Global Positioning System/Satellite Based Augmentation System receivers
2020-08-03	R 2008-22-24	Rolls-Royce Deutschland Ltd & Co KG	RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB-211-535E4-B-75
2020-08-04		International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM
2020-09-03		International Aero Engines AG	V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2531-E5, and V2533-A5

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Biweekly 2020-10

2020-08-11		Yabora Industria Aeronautica S.A.	ERJ 190-300 and ERJ 190-400
2020-08-12		The Boeing Company	747-8 and 747-8F series
2020-08-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440); CL-600-2C10 (Regional Jet Series 700, 701 & 702); CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)

Biweekly 2020-11

2020-06-19		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2020-09-10	R 2018-25-04	Airbus Canada Limited Partnership	BD-500-1A10; BD-500-1A11
2020-09-11	R 2017-06-06 R 2019-12-10 A 2012-12-07	Fokker Services B.V.	F28 Mark 0070 and 0100
2020-09-12		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 series
2020-09-13	A 2009-01-06 R1 A 2012-01-08	328 Support Services GmbH	328-300
2020-09-14	R 2020-03-12	Airbus SAS	A350-941 and -1041
2020-09-16	R 2000-17-09 R 2008-04-19 R1 R 2015-26-09 A 2018-18-05	ATR-GIE Avions de Transport Regional	ATR42-200, -300, and -320
2020-10-04		General Electric Company	GE90-110B1 and GE90-115B
2020-10-05		Rockwell Collins, Inc.	Flight Management Systems
2020-10-10	R 2016-07-28	The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87)
2020-11-04		Learjet Inc.	60

Biweekly 2020-12

2020-11-11		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2020-12-03		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-97

Biweekly 2020-13

2020-11-10		Bombardier, Inc.	BD-100-1A10
2020-11-13	R 2010-23-04	De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2020-11-14		Bombardier, Inc.	BD-100-1A10
2020-12-01		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-75, XWB-79, XWB-79B, and XWB-84
2020-12-06		Gulfstream Aerospace Corporation	G-IV
2020-13-04	R 2017-09-06	General Electric Company	GEnx-1B and GEnx-2B

Biweekly 2020-14

2020-11-01		Gulfstream Aerospace Corporation	GVI
2020-11-12		The Boeing Company	737-8 and 737-9
2020-13-06		Pratt & Whitney Canada Corp.	PW150A
2020-13-07		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-D2, Trent 1000-J2, and Trent 1000-K2
2020-14-02		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series

Biweekly 2020-15

2020-12-11		Airbus SAS	A319-111, -112, -113, -114, -115, -151N, -153N; A320-251N, -252N, -253N, -271N, -272N, -273N; A321-251N, -

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			251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-12-12		Yabora Industria Aeronautica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-12-15		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2020-13-08	R 2005-23-09	General Electric Company	CF6-80E1A1, -80E1A2, -80E1A3, -80E1A4, and -80E1A4/B
2020-14-04		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H
2020-14-09		The Boeing Company	737-8 and 737-9
Biweekly 2020-16			
2020-14-03		The Boeing Company	737-300, -400, and -500 series
2020-14-05		Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133
2020-14-08		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-15-02		Gulfstream Aerospace LP	G280
2020-15-03	R 2016-07-13 R 2018-03-22	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
2020-15-04		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200
2020-15-07		Rolls-Royce Deutschland Ltd & Co KG	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36
2020-15-08		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-A2, Trent 1000-AE, Trent 1000-AE2, Trent 1000-C, Trent 1000-C2, Trent 1000-CE, Trent 1000-CE2, Trent 1000-D, Trent 1000-D2, Trent 1000-E, Trent 1000-E2, Trent 1000-G, Trent 1000-G2, Trent 1000-H, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-09		Airbus SAS	A330-941
2020-15-10		Airbus SAS	A350-941
2020-15-12	R 2018-08-02	Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-14	R 2015-13-06	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2020-16-13		Rolls-Royce Corporation	AE 3007A, AE 3007A1, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3
2020-16-51	E	The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and 900ER series
Biweekly 2020-17			
2020-12-13	A 2016-17-15	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2020-12-14		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2020-12-16		Airbus SAS	A320-214, -216, -231, -232, -233, -251N, -271N
2020-16-01		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N ; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, -272NX
2020-16-51		The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

Biweekly 2020-18

2020-15-20	R 2019-03-11	Airbus SAS	A350-941 and -1041
2020-15-21		Airbus SAS	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2020-16-17		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84
2020-16-18		Airbus SAS	A310-203, -204, -221, -222, -304, -322, -324, and -325
2020-17-01		Airbus SAS	A319-115 and -153N; A320-214, -216, -232, -251N, -252N, -271N, and -273N; A321-211, -231, -251N, -253N, -271N, -272N, -251NX, -252NX, -253NX, and -271NX
2020-17-02		The Boeing Company	747-8 and -8F series; 787-8, -9, and -10
2020-17-03		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2020-17-04	R 2019-03-06	The Boeing Company	737-300, -400, and -500 series
2020-17-12		Dassault Aviation	MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX
2020-18-51	E	Sandia Attitude Indicator	Attitude Indicator

Biweekly 2020-19

2020-17-13		The Boeing Company	787-8 and 787-9
2020-17-14		Dassault Aviation	Falcon 10
2020-17-16		Airbus SAS	A330-202, -203, -223, -243; A330-301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213; and A340-311, -312, -313
2020-18-03		Airbus SAS	A350-941 and -1041
2020-18-04		Airbus SAS	A350-941 and -1041
2020-18-06		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -216, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, -232
2020-18-07	R 2016-18-09	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; and A320-211, -212, -214, -216, -231, -232, -233
2020-18-51		Sandia Attitude Indicator	Attitude Indicator

Biweekly 2020-20

2020-18-09		Honeywell International Inc.	ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, ALF502L-3, ALF502R-3, ALF502R-3A, ALF502R-4, ALF502R-5, ALF502R-6, LF507-1F, and LF507-1H
2020-18-10		Airbus SAS	A319-151N , -153N; A320-251N, -252N, -253N; and A321-251N, -252N, -253N, -251NX, -252NX, -253NX
2020-18-12		The Boeing Company	777-200, 777-200LR, and 777-300 series
2020-18-13		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2020-18-14		General Electric Company	GE90-110B1 and GE90-115B
2020-18-15		Airbus SAS	A350-941 and -1041
2020-19-03		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -216, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, -232

Biweekly 2020-21

2020-17-15		MHI RJ Aviation ULC	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2C11 (Regional Jet Series 550), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2020-18-02		The Boeing Company	747-400, -400D, and -400F series
2020-18-16		The Boeing Company	767-200, -300, -300F, and -400ER series
2020-19-13		Bombardier, Inc.	CL-600-1A11 (600), CL-600-2A12 (601), CL-600-2B16 (601-3A, 601-3R, and 604 Variants)

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-20-01		Dassault Aviation	FALCON 7X, FALCON 900EX, and FALCON 2000EX
2020-20-04		Rolls-Royce Corporation	AE 2100D3
2020-20-07		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3, RRD Trent 7000-72 and Trent 7000-72C
2020-20-09	R 2015-14-07 R 2016-07-10 R 2016-24-09	The Boeing Company	787-8 and 787-9
2020-20-10	R 2018-06-07	The Boeing Company	757-200, -200CB, and -300 series
2020-20-11		General Electric Company	GEnx-1B64/P2, -1B67/P2, -1B70/P2, -1B70C/P2, -1B70/75/P2, -1B74/75/P2, -1B76/P2, -1B76A/P2, and GEnx-2B67/P
2020-20-12		General Electric Company	GEnx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67P2, -1B70, -1B70/75/P1, -1B70/75/P2, -1B70/P1, -1B70/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76/P2, and -1B76A/P2
2020-20-13	R 2018-15-04	General Electric Company	CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3, CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F, CF6-80C2L1F, and CF6-80C2K1F
2020-20-15		Airbus SAS	A330-202, -203, -223, -243; A330-223F -243F; A330-302, -303, -323, -343; A330-941; A340-313; A340-541; and A340-642
2020-20-16	R 2018-17-05	Airbus SAS	A350-941 and -1041
2020-20-17		General Electric Company	GE90-110B1 and GE90-115B
Biweekly 2020-22			
2020-20-05	R 2018-25-02 R 2019-23-01	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-21-02		Transport Category Airplanes	Kidde Aerospace & Defense cargo fire extinguisher halon bottles
2020-21-03	R 2015-14-01	De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2020-21-04		Airbus SAS	A300 F4-605R and F4-622R
2020-21-05	R 2017-25-16	Airbus SAS	A330-223F, -243F; A330-201, -202, -203, -223, -243; A330-941; A330-301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642
2020-21-06		Airbus SAS	A350-941 and -1041
2020-21-07		Airbus SAS	A350-941 and -1041
2020-21-08		Airbus SAS	A350-941
2020-21-09		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-10	R 2017-19-24 R 2018-16-04	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-11	R 2015-22-08 R 2018-17-19 R 2019-19-15	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
			272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-13		General Electric Company	GE90-110B1 and GE90-115B
2020-21-14		ATR–GIE Avions de Transport Régional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-22-03		Airbus SAS	A330-201, -202, -203, -223, -243; A330-223F, -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, -343
Biweekly 2020-23			
2020-21-09		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-18	R 2019-14-09	Airbus SAS	A330-223F and -243F
2020-21-19	R 2019-24-11 A 2010-26-05	Dassault Aviation	FALCON 900EX
2020-21-20	R 2019-23-03 A 2010-26-05	Dassault Aviation	FALCON 900EX
2020-22-02		General Electric Company	CF6-80C2A5F, -80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, -80C2D1F, -80C2K1F, -80C2L1F, -80E1A2, -80E1A3, -80E1A4, and -80E1A4/B
2020-22-06	R 99-01-19 R 2004-25-02	Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233
2020-22-08		Airbus SAS	A320-251N and -271N; A321-251N, -271N, -272N, -252NX, and -271NX; A330-243; A330-343; A330-941; A350-941 and -1041
2020-22-11	R 2017-18-17	Airbus SAS	A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, and A300 C4-605R Variant F
2020-22-16	R 2017-25-04 R 2019-03-17	Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, and -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-23-01		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200
2020-23-04		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600
Biweekly 2020-24			
2020-22-06	R 99-01-19 R 2004-25-02	Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233
2020-22-09	R 2001-16-13	Airbus SAS	A330-301, -321, -322, -323, -341, -342, and -343
2020-22-11	R 2017-18-17	Airbus SAS	A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, and A300 C4-605R Variant F
2020-22-15		The Boeing Company	DC-10-10 and DC-10-10F; DC-10-15; DC-10-30 and DC-10-30F (KC-10A and KDC-10); DC-10-40 and DC-10-40F; MD-10-10F and MD-10-30F; and MD-11 and MD-11F
2020-22-18		Rolls-Royce Corporation	AE 2100A, AE 2100D2, AE 2100D2A, and AE 2100P
2020-23-01		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200
2020-23-04		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600
2020-23-08		Rolls-Royce Deutschland Ltd & Co KG	Tay 611-8C

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-23-10	R 2014-26-07 R 2019-07-01	Dassault Aviation	FAN JET FALCON; and FAN JET FALCON SERIES C, D, E, F, and G
2020-23-12		Airbus SAS	A350-1041
2020-23-13		ATR–GIE Avions de Transport Regional	ATR42-200, -300, and -320
2020-24-02	R 2018-23-51	The Boeing Company	737-8 and 737-9
Biweekly 2020-25			
2020-23-11		Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F
2020-24-04		The Boeing Company	787-8, 787-9, and 787-10
2020-24-11		Airbus SAS	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213; A340-311, -312, and -313; A340-541; and A340-642
2020-24-12		Airbus SAS	A350-941
2020-25-04	R 2016-24-08	Rolls-Royce Deutschland Ltd & Co KG	RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17
Biweekly 2020-26			
2020-21-16		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2020-21-17	R 2018-16-05	The Boeing Company	757-200, -200PF, -200CB, and -300
2020-22-10	R 2018-14-02	The Boeing Company	777-200, -200LR, -300, and -300ER
2020-24-04		The Boeing Company	787-8, 787-9, and 787-10
2020-24-08		Rolls-Royce Deutschland Ltd & Co KG	RB211 Trent 768-60, 772-60, 772B-60
2020-25-02		Saab AB, Support and Services	340A (SAAB/SF340A) and SAAB 340B; and SAAB 2000
2020-25-03	R 2020-01-17	Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-25-07		Embraer S.A.	EMB-550 and EMB-545
2020-25-08		Yaborã Industria Aeronáutica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-25-09		Pratt & Whitney Division	PW4164, PW4164-1D, PW4168, PW4168-1D, PW4168A, PW4168A-1D, and PW4170
2020-25-10		General Electric Company	GEnx-1B64/P2, GEnx-1B67/P2, GEnx-1B70/75/P2, GEnx-1B70/P2, GEnx-1B70C/P2, GEnx-1B74/75/P2, GEnx-1B76/P2, and GEnx-1B76A/P2; GE GEnx-2B67/P
2020-26-01	R 2019-03-18	Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233
2020-26-02		Yaborã Industria Aeronáutica S.A.	ERJ 190-400
2020-26-05		Textron Aviation Inc.	560XL
2020-26-17		ATR-GIE Avions de Transport Régional	ATR42-500; ATR72-101, -102, -201, -202, -211, -212, and -212A

2020-21-16 The Boeing Company: Amendment 39-21289; Docket No. FAA-2020-0573; Product Identifier 2020-NM-078-AD.

(a) Effective Date

This AD is effective January 14, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by a determination that the upper wing skin at engine nacelle attachment points may be subject to undetected cracking. The FAA is issuing this AD to address undetected cracking in the upper wing skin, strut lower spar fitting, or clevis lugs at either end of the diagonal brace and lower link fitting. This condition, if not addressed, could adversely affect the structural integrity of the engine strut and may lead to the separation of the strut to wing box assembly.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 747-57A2363 RB, dated December 23, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 747-57A2363 RB, dated December 23, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 747-57A2363, dated December 23, 2019, which is referred to in Boeing Alert Requirements Bulletin 747-57A2363 RB, dated December 23, 2019.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Requirements Bulletin 747-57A2363 RB, dated December 23, 2019, uses the phrase "the original issue date of Requirements Bulletin 747-57A2363 RB," this AD requires using "the effective date of this AD."

(2) Where Boeing Alert Requirements Bulletin 747-57A2363 RB, dated December 23, 2019, specifies contacting Boeing for repair instructions: This AD requires doing the repair before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

(1) For more information about this AD, contact Eric Lin, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3523; email: eric.lin@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (k)(3) and (4) of this AD.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 747-57A2363 RB, dated December 23, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at

NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 7, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-27006 Filed 12-9-20; 8:45 am]

2020-21-17 The Boeing Company: Amendment 39-21290; Docket No. FAA-2019-0984; Product Identifier 2019-NM-161-AD.

(a) Effective Date

This AD is effective January 14, 2021.

(b) Affected ADs

This AD replaces AD 2018-16-05, Amendment 39-19345 (83 FR 38250, August 6, 2018) ("AD 2018-16-05").

(c) Applicability

(1) This AD applies to all The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by reports of bolt rotation in the engine drag fitting joint and fastener heads; an inspection of the fastener holes revealed that cracks were found in the skin. This AD was also prompted by a report of multiple cracks found in the drag fitting at fastener holes during inspections required by AD 2018-16-05. The FAA is issuing this AD to address cracking in the wing upper skin and forward drag fittings, which could lead to a compromised upper link and reduced structural integrity of the engine strut.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment

Instructions of Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 757-57A0073, Revision 1, dated August 1, 2019, which is referred to in Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019, uses the phrase "the Revision 1 date of Requirements Bulletin 757-57A0073 RB," this AD requires using "the effective date of this AD."

(2) Where Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019, specifies contacting Boeing for repair instructions: This AD requires doing the repair and applicable on-condition actions before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(3) Where Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019, uses the phrase "the effective date of AD 2018-16-05," this AD requires using "September 10, 2018 (the effective date of AD 2018-16-05)."

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, except for the open-hole high frequency eddy current inspections at fastener locations 11-18, if those actions were performed before the effective date of this AD using Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously for AD 2018-16-05 are approved as AMOCs for the corresponding provisions of Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019, that are required by paragraph (g) of this AD.

(k) Related Information

(1) For more information about this AD, contact Chandra Ramdoss, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5239; fax: 562-627-5210; email: chandraduth.ramdoss@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(3) and (4) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 757-57A0073 RB, Revision 1, dated August 1, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 7, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27007 Filed 12-9-20; 8:45 am]

2020-22-10 The Boeing Company: Amendment 39-21306; Docket No. FAA-2020-0586; Product Identifier 2020-NM-066-AD.

(a) Effective Date

This AD is effective January 14, 2021.

(b) Affected ADs

This AD replaces AD 2018-14-02, Amendment 39-19322 (83 FR 31650, July 9, 2018) ("AD 2018-14-02").

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

(e) Unsafe Condition

This AD was prompted by reports that additional areas of Boeing Material Specification (BMS) 8-39 flexible urethane foam were found on the overhead panel support structure in the flight compartment. The degradation of the foam over time increases the potential for an uncontrolled fire below the passenger compartment floor and other locations outside the areas covered by smoke detection and fire protection systems. The FAA is issuing this AD to address BMS 8-39 flexible urethane foam found in certain areas of an airplane, which, if exposed to an ignition source, could cause loss of control of the airplane during a fire.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020, uses the phrase "the Revision 2 date of this service bulletin," this AD requires using "the effective date of AD 2018-14-02."

(2) For any Group 1 Configuration 3 airplane as identified in Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020, no action is required by this AD, provided that airplane remains in that configuration.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously for AD 2018-14-02 are approved as AMOCs for the corresponding provisions of Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020, that are required by paragraph (g) of this AD.

(5) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(5)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Related Information

For more information about this AD, contact Julie Linn, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3584; email: Julie.Linn@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Special Attention Service Bulletin 777-25-0621, Revision 2, dated February 28, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 19, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27005 Filed 12-9-20; 8:45 am]

2020-24-04 The Boeing Company: Amendment 39-21334; Docket No. FAA-2020-1031; Project Identifier AD-2020-00846-T.

(a) Effective Date

This AD is effective December 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 787-8, 787-9, and 787-10 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto flight.

(e) Unsafe Condition

This AD was prompted by reports indicating that the autopilot flight director system (AFDS) failed to transition to the instrument landing system localizer (LOC) beam after the consistent localizer capture function in the flight control modules initiated a transition to capture LOC during approach. The FAA is issuing this AD to address the AFDS failing to transition, which could result in localizer overshoot leading to glideslope descent on the wrong heading. Combined with a lack of flight deck effects for a consistent localizer capture mode failure, this condition could result in a controlled flight into terrain.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Revise the Airplane Flight Manual (AFM)

Within 14 days after the effective date of this AD, revise the Operating Procedures chapter of the existing AFM and applicable corresponding operational procedures to incorporate the procedures specified in figure 1 to paragraph (g) of this AD. Revising the existing AFM to include the changes specified in paragraph (g) of this AD may be done by inserting a copy of figure 1 to paragraph (g) of this AD into the existing AFM.

Figure 1 to paragraph (g) – *Operating Instructions*

(Required by AD 2020-24-04)

Autopilot Flight Director System – Operating Instructions:

When conducting an approach with a localizer-based navigation aid, monitor localizer raw data and call out any significant deviations. If AFDS performance is not satisfactory, the flight crew must intervene. Perform an immediate go-around if the airplane has not intercepted the final approach course as shown by the localizer deviation.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(i) Related Information

For more information about this AD, contact Frank Carreras, Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3539; email: frank.carreras@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on December 9, 2020.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27507 Filed 12-10-20; 11:15 am]

2020-24-08 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc): Amendment 39-21338; Docket No. FAA-2020-1032; Project Identifier MCAI-2020-00856-E.

(a) Effective Date

This AD is effective January 4, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc) (RRD) RB211 Trent 768-60, 772-60, 772B-60, and 772C-60 model turbofan engines with an engine serial number (ESN) identified in Table 1 or Table 2 of Appendix 1 of Rolls-Royce (RR) RB211 Trent 700 Series Alert Non-Modification Service Bulletin RB.211-72-AK165, dated November 26, 2018 (the NMSB).

(d) Subject

Joint Aircraft System Component (JASC) Code/Air Transport Association (ATA) of America Code 7250–Turbine Section.

(e) Unsafe Condition

This AD was prompted by a determination by the manufacturer that high-pressure turbine (HPT) blades on several RB211 Trent 700 model turbofan engines have been subject to high levels of corrosion fatigue, leading to HPT blade cracking and eventual release. The FAA is issuing this AD to prevent failure of the HPT blades. The unsafe condition, if not addressed, could result in blade failure and subsequent release of high-energy debris, possibly resulting in damage to, and reduced control of, the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) For engines with an ESN listed in Table 1 of Appendix 1 of the NMSB, prior to each HPT blade accumulating 3,500 flight cycles since new, or before further flight after the effective date of this AD, whichever occurs later, remove the HPT blade from service and replace with a part eligible for installation.

(2) For engines with an ESN listed in Table 2 of Appendix 1 of the NMSB, prior to each HPT blade accumulating 5,800 flight cycles since new, or before further flight after the effective date of this AD, whichever occurs later, remove the HPT blade from service and replace with a part eligible for installation.

(3) If the flight cycles since new of an HPT blade are unable to be determined, use the flight cycles since new, flight cycles since refurbishment, or flight cycles since overhaul of the HPT module.

(h) Definition

For the purpose of this AD, "a part eligible for installation" is:

(1) An HPT blade that has:

(i) Been removed from an engine with a serial number listed in Table 1 of the NMSB; and

(ii) not exceeded 3,500 flight cycles since new; and

(iii) before installation, passed an inspection (no crack detected) in accordance with Task 72-41-52-200-800–General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from the (Rolls-Royce) RR Trent-768-60/15 Engine Manual (RR Task 72-41-52-200-800); or

(2) An HPT blade that has:

(i) Been removed from an engine with a serial number listed in Table 2 of the NMSB; and

(ii) not exceeded 5,800 flight cycles since new; and

(iii) before installation, passed an inspection (no crack detected) in accordance with Task 72-41-52-200-800–General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from the RR Trent-768-60/15 Engine Manual (RR Task 72-41-52-200-800); or

(3) An HPT blade with zero flight cycles since new.

(i) No Reporting Requirements

The reporting requirements specified in paragraph R. of RR Task 72-41-52-200-800 are not required by this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

(1) For more information about this AD, contact Scott Stevenson, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7132; fax: (781) 238-7199; email: Scott.M.Stevenson@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD No. 2018-0291, dated December 21, 2018, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2018-1032.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Rolls-Royce RB211 Trent 700 Series Alert Non-Modification Service Bulletin RB.211-72-AK165, dated November 26, 2018.

(ii) Task 72-41-52-200-800–General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from the (Rolls-Royce) RR Trent-768-60/15 Engine Manual.

(3) For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom, phone: +44 (0)1332 242424; website: https://www.rolls-royce.com/contact-us.aspx.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on November 17, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27897 Filed 12-17-20; 8:45 am]

2020-25-02 Saab AB, Support and Services (Formerly Known as Saab AB, Saab Aeronautics): Amendment 39-21344; Docket No. FAA-2020-0840; Project Identifier MCAI-2020-00907-T.

(a) Effective Date

This airworthiness directive (AD) is effective January 21, 2021.

(b) Affected Airworthiness Directives (ADs)

None.

(c) Applicability

This AD applies to all Saab AB, Support and Services (Formerly Known as Saab AB, Saab Aeronautics) Model 340A (SAAB/SF340A) and SAAB 340B airplanes; and Model SAAB 2000 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Reason

This AD was prompted by reports that certain nose landing gear (NLG) door attachment bolts are susceptible to hydrogen embrittlement. The FAA is issuing this AD to address NLG door attachment bolts that were incorrectly manufactured and are susceptible to hydrogen embrittlement, decreasing the mechanical characteristics. This condition could lead to failure of the affected parts, which would impair the link between the NLG and NLG door and could prevent the extension or retraction of the NLG, and cause consequent damage to the airplane and possible loss of control during landing.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0149, dated July 7, 2020 (EASA AD 2020-0149).

(h) Exceptions to EASA AD 2020-0149

(1) Where EASA AD 2020-0149 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0149 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Saab AB, Support and Services' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220; email Shahram.Daneshmandi@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0149, dated July 7, 2020.

(ii) [Reserved].

(3) For EASA AD 2020-0149, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0840.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on November 23, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-27620 Filed 12-15-20; 8:45 am]

2020-25-03 Airbus SAS: Amendment 39-21345; Docket No. FAA-2020-1105; Project Identifier MCAI-2020-01459-T.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 28, 2020.

(b) Affected ADs

This AD replaces AD 2020-01-17, Amendment 39-19823 (85 FR 5310, January 30, 2020) (AD 2020-01-17).

(c) Applicability

This AD applies to all Airbus SAS airplanes, certificated in any category, identified in paragraphs (c)(1) through (4) of this AD.

(1) Model A318-111, -112, -121, and -122 airplanes.

(2) Model A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, and -171N airplanes.

(3) Model A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N airplanes.

(4) Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

(e) Reason

This AD was prompted by a report that during airplane boarding a loud bang was heard. A subsequent inspection revealed that one emergency escape slide/raft was found with zero reservoir pressure, due to a burst rupture disk assembly in the inflation reservoir, which was probably caused by a manufacturing defect. The FAA is issuing this AD to address insufficient reservoir pressure in an emergency escape slide/raft, which would prevent the deployment of the emergency escape slide/raft during an emergency, possibly resulting in injury to the occupants.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Retained Requirements, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2020-01-17, with no changes. Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance

times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0316, dated December 23, 2019 (EASA AD 2019-0316).

(h) Retained Exceptions, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2020-01-17, with no changes.

(1) Where EASA AD 2019-0316 refers to its effective date, this AD requires using February 14, 2020 (the effective date of FAA AD 2020-01-17).

(2) The "Remarks" section of EASA AD 2019-0316 does not apply to this AD.

(3) Where EASA AD 2019-0316 specifies to comply with "the instructions of the AOT," this AD requires compliance with the procedures marked as required for compliance (RC) in the Alert Operators Transmission (AOT).

(i) New Actions

Except as specified in paragraph (j) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0236, dated October 27, 2020 (EASA AD 2020-0236). Accomplishment of the initial check, as specified in EASA AD 2020-0236 and required by this paragraph, terminates the requirements of paragraph (g) of this AD.

(j) Exceptions to EASA AD 2020-0236

(1) Where EASA AD 2020-0236 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0236 does not apply to this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) AMOCs approved previously for AD 2020-01-17 are approved as AMOCs for the corresponding actions in EASA AD 2020-0236 that are required by paragraph (i) of this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): Except as required by paragraph (k)(2) of this AD, for any service information referenced in EASA AD 2020-0236 that contains RC procedures and tests, those RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC

can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(l) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223; email Sanjay.Ralhan@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following service information was approved for IBR on December 28, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0236, dated October 27, 2020.

(ii) [Reserved]

(4) The following service information was approved for IBR on February 14, 2020 (85 FR 5310, January 30, 2020).

(i) European Union Aviation Safety Agency (EASA) AD 2019-0316, dated December 23, 2019.

(ii) [Reserved]

(5) For EASA ADs, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find these EASA ADs on the EASA website at https://ad.easa.europa.eu.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1105.

(7) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on November 30, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27004 Filed 12-9-20; 8:45 am]

2020-25-07 Embraer S.A.: Amendment 39-21349; Docket No. FAA-2020-0584; Product Identifier 2020-NM-069-AD.

(a) Effective Date

This AD is effective January 21, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Embraer S.A. Model EMB-550 and EMB-545 airplanes, certificated in any category, as identified in Agência Nacional de Aviação Civil (ANAC) AD 2020-04-01R01, effective May 22, 2020 ("ANAC AD 2020-04-01R01").

(d) Subject

Air Transport Association (ATA) of America Code 56, Windows.

(e) Reason

This AD was prompted by reports of cracks, delamination, and failure of the flight deck side windows during certification fatigue tests. The FAA is issuing this AD to address such cracks and delamination, which could cause the flight deck side windows to fail and lead to an in-flight depressurization event.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, ANAC AD 2020-04-01R01.

(h) Exceptions and Clarifications to Brazilian AD 2020-04-01R01

(1) Where ANAC AD 2020-04-01R01 refers to its effective date, or "17 April, 2020, the effective date of the original issue of this [ANAC] AD," this AD requires using the effective date of this AD.

(2) Where ANAC AD 2020-04-01R01 refers to the compliance time of the repetitive inspections, “at each 750 Flight Hours (FH),” this AD requires a compliance time of, “at intervals not to exceed 750 flight hours.”

(3) Where ANAC AD 2020-04-01R01 refers to, “in case of no crack, delamination or any other damage which do not allow to properly perform the required inspection by this [ANAC] AD, no action is required at this time,” this AD requires that in the case of no findings in paragraphs (b)(1)(i) and (ii) of ANAC AD 2020-04-01R01, no action is required by this AD until the next inspection interval.

(4) Where ANAC AD 2020-04-01R01 refers to the compliance time for the replacement of the flight deck side windows as, “before the airplane logs 3,400 Flight Cycles Since New (FCSN),” this AD requires a compliance time of “before the airplane logs 3,400 FCSN, or within 50 flight cycles, whichever occurs later.”

(5) Replacement of the flight deck side windows as specified in paragraph (c)(1) of ANAC AD 2020-04-01R01 terminates the repetitive inspections for the flight deck side windows specified in paragraph (b)(2) of ANAC AD 2020-04-01R01.

(6) The “Alternative method of compliance (AMOC)” section of ANAC AD 2020-04-01R01 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218; Kathleen.Arrigotti@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Agência Nacional de Aviação Civil (ANAC) AD 2020-04-01R01, effective May 22, 2020.

(ii) [Reserved]

(3) For ANAC AD 2020-04-01R01, contact ANAC, Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230–Centro Empresarial Aquarius–Torre B–Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190–São José dos Campos–SP, BRAZIL, Tel: 55 (12)

3203-6600; Email: pac@anac.gov.br; internet www.anac.gov.br/en/. You may find this IBR material on the ANAC website at https://sistemas.anac.gov.br/certificacao/DA/DAE.asp.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0584.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 1, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27619 Filed 12-15-20; 8:45 am]

2020-25-08 Yaborã Industria Aeronáutica S.A. (Type Certificate Previously Held by Embraer S.A.): Amendment 39-21350; Docket No. FAA-2020-0842; Product Identifier 2020-NM-101-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 21, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Yaborã Industria Aeronáutica S.A. Model airplanes identified in paragraphs (c)(1) and (2) of this AD, certificated in any category.

(1) Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 SU, -200 STD, and -200 LL airplanes, as identified in Agência Nacional de Aviação Civil (ANAC) AD 2020-05-01, effective May 26, 2020 (ANAC AD 2020-05-01).

(2) Model ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes, as identified in ANAC AD 2020-05-02, effective May 26, 2020 (ANAC AD 2020-05-02).

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls.

(e) Reason

This AD was prompted by reports of installation of inverted poles of the horizontal stabilizer pitch trim switches on the control yokes, which causes opposite commands for the horizontal stabilizer. The FAA is issuing this AD to address this condition, which could result in reduced controllability of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, ANAC AD 2020-05-01 and ANAC AD 2020-05-02, as applicable.

(h) Exceptions to ANAC AD 2020-05-01 and ANAC AD 2020-05-02

(1) Where ANAC AD 2020-05-01 and ANAC AD 2020-05-02 refer to their effective date, this AD requires using the effective date of this AD.

(2) The "Alternative method of compliance (AMOC)" section of ANAC AD 2020-05-01 and ANAC AD 2020-05-02 does not apply to this AD.

(3) Where ANAC AD 2020-05-01 and ANAC AD 2020-05-02 prohibit installing certain parts, this AD prohibits their installation as of the applicable compliance time specified by paragraph (h)(3)(i) or (ii) of this AD.

(i) If the modification required by this AD was done before the effective date of this AD, installation is prohibited as of the effective date of this AD.

(ii) If the modification required by this AD is done after the effective date of this AD, installation is prohibited after accomplishment of the modification required by this AD.

(i) No Reporting Requirement

Although the service information referenced in ANAC AD 2020-05-01 and ANAC AD 2020-05-02 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(k) Related Information

For more information about this AD, contact Krista Greer, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3221; Krista.Greer@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Agência Nacional de Aviação Civil (ANAC) AD 2020-05-01, effective May 26, 2020.

(ii) Agência Nacional de Aviação Civil (ANAC) AD 2020-05-02, effective May 26, 2020.

(3) For ANAC AD 2020-05-01 and ANAC AD 2020-05-02, contact National Civil Aviation Agency (ANAC), Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230–Centro Empresarial Aquarius–Torre B–Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190–São José dos Campos–SP, BRAZIL, Tel: 55 (12) 3203-6600; Email: pac@anac.gov.br; internet www.anac.gov.br/en/. You may find this IBR material on the ANAC website at https://sistemas.anac.gov.br/certificacao/DA/DAE.asp.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0842.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 1, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27618 Filed 12-15-20; 8:45 am]

2020-25-09 Pratt & Whitney Division: Amendment 39-21351; Docket No. FAA-2020-0542; Project Identifier AD-2020-00582-E.

(a) Effective Date

This airworthiness directive (AD) is effective January 14, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney Division (PW) PW4164, PW4164-1D, PW4168, PW4168-1D, PW4168A, PW4168A-1D, and PW4170 model turbofan engines that have 3rd stage low-pressure turbine (LPT) duct segments, part number (P/N) 50N434-01 or P/N 50N450-01 installed, and have the Talon IIB outer combustion chamber assembly, P/N 51J500 or P/N 51J381, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by reports of damaged or failed 3rd stage LPT duct segments on PW engines with the Talon IIB outer combustion chamber assembly configuration installed. The FAA is issuing this AD to prevent failure of the 3rd stage LPT duct segments. The unsafe condition, if not addressed, could result in uncontained release of LPT blades and vanes, damage to the engine, and damage to the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Action

At every engine shop visit after the effective date of this AD, remove from service the 3rd stage LPT duct segments, P/N 50N434-01 and P/N 50N450-01, and replace them with parts with zero flight cycles.

(h) Terminating Action

Removal of the 3rd stage LPT duct segments, P/N 50N434-01 and P/N 50N450-01, and their replacement with parts having P/Ns other than P/N 50N434-01 and P/N 50N450-01, constitutes terminating action for the repetitive replacement required by paragraph (g) of this AD.

(i) Definition

For the purpose of this AD, an "engine shop visit" is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges (lettered flanges). The separation of engine flanges solely for the purpose of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Carol Nguyen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7655; fax: (781) 238-7199; email: carol.nguyen@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on December 2, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-26915 Filed 12-9-20; 8:45 am]

2020-25-10 General Electric Company: Amendment 39-21352; Docket No. FAA-2020-0592; Project Identifier AD-2020-00251-E.

(a) Effective Date

This airworthiness directive (AD) is effective January 21, 2021.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all General Electric Company (GE) GEnx-1B64/P2, GEnx-1B67/P2, GEnx-1B70/75/P2, GEnx-1B70/P2, GEnx-1B70C/P2, GEnx-1B74/75/P2, GEnx-1B76/P2, and GEnx-1B76A/P2 model turbofan engines that have a high-pressure turbine (HPT) rotor stage 2 disk, part number (P/N) 2383M86P02, and a serial number (S/N) listed in paragraph 4, Appendix–A, Table 1, Table 2, or Table 3, of GE GEnx-1B Service Bulletin (SB) 72-0463 R01, dated January 6, 2020, installed.

(2) This AD applies to all GE GEnx-2B67/P model turbofan engines that have a HPT rotor stage 2 disk, P/N 2383M86P02, and a S/N listed in paragraph 4, Appendix–A, Table 1, Table 2, or Table 3, of GE GEnx-2B SB 72-0402 R01, dated January 8, 2020, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by a report of the potential for undetected subsurface anomalies formed during the manufacturing process that could result in uncontained failure of the HPT rotor stage 2 disk. The FAA is issuing this AD to prevent failure of the HPT rotor stage 2 disk. The unsafe condition, if not addressed, could result in uncontained HPT rotor stage 2 disk release, damage to the engine, and damage to the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) For affected GE GEnx-1B engines, at the next engine shop visit after the effective date of this AD, or before the HPT rotor stage 2 disk has accumulated 6,500 cycles since new (CSN), whichever

occurs first, perform an immersion ultrasonic inspection (USI) of the HPT rotor stage 2 disk using paragraph 3.B.(1) of GE GEnx-1B SB 72-0463 R01, dated January 6, 2020.

(2) If, during the USI required by paragraph (g)(1) of this AD, a rejectable indication is found, before further flight, remove the HPT rotor stage 2 disk from service and replace it with a part eligible for installation.

(3) For affected GE GEnx-2B engines, at the next engine shop visit after the effective date of this AD, or before the HPT rotor stage 2 disk has accumulated 6,500 CSN, whichever occurs first, perform an immersion USI of the HPT rotor stage 2 disk using paragraph 3.B.(1) of GE GEnx-2B SB 72-0402 R01, dated January 8, 2020.

(4) If, during the USI required by paragraph (g)(3) of this AD, a rejectable indication is found, before further flight, remove the HPT rotor stage 2 disk from service and replace it with a part eligible for installation.

(h) Definitions

(1) For the purpose of this AD, an "engine shop visit" is when a major engine flange is separated for purposes other than the removal of the fan for transportation.

(2) For the purposes of this AD, a "part eligible for installation" is:

(i) An HPT rotor stage 2 disk that does not have an S/N listed in paragraph 4, Appendix–A, Table 1, Table 2, or Table 3, of GE GEnx-1B SB 72-0463 R01, dated January 6, 2020, or GE GEnx-2B SB 72-0402 R01, dated January 8, 2020; or,

(ii) An HPT rotor stage 2 disk that has successfully passed the immersion USI required by paragraph (g)(1) or (3) of this AD, or passed the immersion USI using GE GEnx-1B SB 72-0463 R00, dated November 20, 2019, or GE GEnx-2B SB 72-0402 R00, dated November 20, 2019, before the effective date of this AD.

(i) Credit for Previous Action

You may take credit for the immersion USI of the HPT rotor stage 2 disk required by paragraph (g)(1) or (3) of this AD if you performed this inspection before the effective date of this AD using GE GEnx-1B SB 72-0463 R00, dated November 20, 2019, or GE GEnx-2B SB 72-0402 R00, dated November 20, 2019.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Mehdi Lamnyi, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7743; fax: (781) 238-7199; email: Mehdi.Lamnyi@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) General Electric Company (GE) GEnx-1B Service Bulletin (SB) 72-0463 R01, dated January 6, 2020, and

(ii) GE GEnx-2B SB 72-0402 R01, dated January 8, 2020.

(3) For GE service information identified in this AD, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: aviation.fleetsupport@ge.com.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 3, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27628 Filed 12-15-20; 8:45 am]

2020-26-01 Airbus SAS: Amendment 39-21356; Docket No. FAA-2020-1121; Project Identifier MCAI-2020-01546-T.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 4, 2021.

(b) Affected ADs

This AD replaces AD 2019-03-18, Amendment 39-19570 (84 FR 7804, March 5, 2019) (AD 2019-03-18).

(c) Applicability

This AD applies to all Airbus SAS airplanes identified in paragraphs (c)(1) through (3) of this AD, certificated in any category.

(1) Model A318-111, -112, -121, and -122 airplanes.
(2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
(3) Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Reason

This AD was prompted by reports of cracks that were found on main landing gear (MLG) sliding tubes after improperly performed magnetic particle inspections of the MLG sliding tubes were done. The FAA is issuing this AD to address cracks on the MLG sliding tubes, which could cause MLG sliding tube fracture, and could result in the MLG collapsing, damage to the airplane, and injury to occupants.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0258, dated November 18, 2020; corrected November 19, 2020 (EASA AD 2020-0258).

(h) Exceptions to EASA AD 2020-0258

(1) Where EASA AD 2020-0258 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2020-0258 refers to July 10, 2018 (the effective date of EASA AD 2018-0136, dated June 26, 2018), this AD requires using April 9, 2019 (the effective date of AD 2019-03-18).

(3) The “Remarks” section of EASA AD 2020-0258 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0258 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): Except as required by paragraph (j)(2) of this AD and as specified in paragraph (i) of this AD, if any service information referenced in EASA AD 2020-0258 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

(k) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(3) The following service information was approved for IBR on January 4, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0258, dated November 18, 2020; corrected November 19, 2020.

(ii) [Reserved]

(4) For EASA AD 2020-0258, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(5) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1121.

(6) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 7, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27975 Filed 12-15-20; 4:15 pm]

2020-26-02 Yaborã Industria Aeronáutica S.A. (Type Certificate Previously Held by Embraer S.A.) Airplanes: Amendment 39-21357; Docket No. FAA-2020-1122; Project Identifier MCAI-2020-00972-T.

(a) Effective Date

This AD becomes effective January 4, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Yaborã Industria Aeronáutica S.A. (type certificate previously held by Embraer S.A.) Model ERJ 190-400 airplanes, certificated in any category, as identified in Agência Nacional de Aviação Civil (ANAC) AD 2020-07-01, effective July 15, 2020 (ANAC AD 2020-07-01).

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a report of an in-flight shutdown (IFSD) due in part to failure in the low-pressure compressor (LPC) rotor 1 during operation in high altitude at high thrust settings. The FAA is issuing this AD to address uncontained release of the LPC rotor 1 and damage to the engine and airplane structure, which could result in loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, ANAC AD 2020-07-01.

(h) Exceptions to ANAC AD 2020-07-01

(1) Where ANAC AD 2020-07-01 refers to its effective date, this AD requires using after the effective date of this AD.

(2) The “Alternative method of compliance (AMOCs)” section of ANAC AD 2020-07-01 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(j) Related Information

For more information about this AD, contact Krista Greer, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3221; email krista.greer@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Agência Nacional de Aviação Civil (ANAC) AD 2020-07-01, effective July 15, 2020.

(ii) [Reserved]

(3) For ANAC AD 2020-07-01, contact National Civil Aviation Agency (ANAC), Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230–Centro Empresarial Aquarius–
Torre B–Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190–São José dos Campos–SP, BRAZIL, Tel: 55 (12) 3203-6600; Email: pac@anac.gov.br; internet www.anac.gov.br/en/. You may find this IBR material on the ANAC website at
https://sistemas.anac.gov.br/certificacao/DA/DAE.asp.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1122.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 7, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-27621 Filed 12-16-20; 8:45 am]

2020-26-05 Textron Aviation Inc. (Type Certificate Previously Held by Cessna Aircraft Company) Airplanes: Amendment 39-21360; Docket No. FAA-2020-1108; Project Identifier AD-2020-01397-T.

(a) Effective Date

This airworthiness directive (AD) is effective December 17, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation Inc. (Type Certificate previously held by Cessna Aircraft Company) Model 560XL airplanes, certificated in any category, serial numbers 560-6001 through 560-6290 inclusive.

(d) Subject

Joint Aircraft System Component (JASC) Code 7603, POWER LEVER.

(e) Unsafe Condition

This AD was prompted by a report that a Model 560XL airplane experienced an uncommanded engine acceleration with the left engine throttle unresponsive to power commands, including engine shut-off. The FAA is issuing this AD to address loss of thrust control. The unsafe condition, if not addressed, could result in loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspections, Correction, and Replacement

Within 50 hours time-in-service after the effective date of this AD, inspect the rivet in the left and right throttle quadrant assembly sensor link and sensor drive arm pivot for correct installation, and do all applicable corrective actions before further flight, in accordance with steps 2 through 5 of the Accomplishment Instructions in Textron Aviation Mandatory Service Letter SL560XL-76-04, Revision 1, dated November 24, 2020.

(h) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Textron Aviation Mandatory Service Letter SL560XL-76-04, dated November 12, 2020.

(i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the airplane can be modified, provided there are no passengers onboard the airplane.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Jeffrey Englert, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Dwight D. Eisenhower National Airport, Wichita, KS 67209; phone: (316) 946-4167; fax: (316) 946-4107; email: jeffrey.englert@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Textron Aviation Inc. Mandatory Service Letter SL560XL-76-04, Revision 1, dated November 24, 2020.

(ii) [Reserved]

(3) For Textron Aviation Inc. service information identified in this AD, contact Textron Aviation Inc., P.O. Box 7706, Wichita, KS 67277; phone: (316) 517-5800; website: https://txtav.com.

(4) You may review this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 8, 2020.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27741 Filed 12-16-20; 8:45 am]

2020-26-17 ATR-GIE Avions de Transport Régional: Amendment 39-21372; Docket No. FAA-2020-1133; Project Identifier MCAI-2020-01515-T.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 4, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all ATR-GIE Avions de Transport Régional airplanes identified in paragraphs (c)(1) and (2) of this AD, certificated in any category.

(1) Model ATR42-500 airplanes.

(2) Model ATR72-101, -102, -201, -202, -211, -212, and -212A airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 31, Instruments.

(e) Reason

This AD was prompted by a report of damage found on a wire bundle connecting an angle-of-attack probe and a multi-function computer, which can inhibit activation of the stick pusher without any indication to the flight crew by the stall warning system. The FAA is issuing this AD to address latent failure of the stick pusher, which could result in loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0249, dated November 11, 2020 (EASA AD 2020-0249).

(h) Exceptions to EASA AD 2020-0249

(1) Where EASA AD 2020-0249 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0249 does not apply to this AD.

(3) Where paragraph (2) of EASA AD 2020-0249 specifies a compliance time for the inspection of "within 750 FH [flight hours] or 5 months, whichever occurs first" for this AD, the compliance time is "within 750 FH or 4 months, whichever occurs first."

(4) Paragraph (4) of EASA AD 2020-0249 specifies to report inspection results to ATR-GIE Avions de Transport Régional within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(4)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(5) Where paragraph (3) of EASA AD 2020-0249 refers to discrepancies, for this AD, for the operational tests specified in paragraph (1) of EASA AD 2020-0249, discrepancies include missing or incorrect annunciators, messages, indicators, warnings, or sounds; and for the inspection specified in paragraph (2) of EASA AD 2020-0249, discrepancies include damage to electrical routing and conduits, foreign object debris, electrical routing and conduits not properly attached.

(6) Where paragraph (3) of EASA AD 2020-0249 specifies corrective actions if any discrepancies are detected "during the first operational test as required by paragraph (1) of this [EASA] AD, or during the inspection as required by paragraph (2) of this [EASA] AD" for this AD, the corrective actions must be done if any discrepancies are detected during any operational test required by paragraph (1) of EASA AD 2020-0249, or during the inspection required by paragraph (2) of EASA AD 2020-0249.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory as required by this AD. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(j) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220; email shahram.daneshmandi@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0249, dated November 11, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0249, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1133.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on December 11, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27910 Filed 12-15-20; 2:00 pm]